

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

Construction worker impacts (CM-002-000)

Community

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Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

A report prepared for High Speed Two (HS2) Limited.

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1 Introduction

- 1.1.1 Community impacts arising from both the construction and operation of the Proposed Scheme are largely considered to be of no more than local significance and have accordingly been assessed in the community forum area (CFA) reports. An exception to this is construction worker impacts which are considered at route wide level and discussed further in section 2.

2 Construction worker impacts

- 2.1.1 Construction worker impacts are considered at a route-wide level. Along the Proposed Scheme it is currently estimated there will be 14 construction compounds that will incorporate temporary workers accommodation. The average number of workers per construction compound across the Proposed Scheme is expected to be approximately 200. Of these, up to 60% (120) may reside locally during the week. Route-wide, it is anticipated, based on experience from other large projects such as High Speed 1 (HS1), that up to 33% (65 during the peak of construction activity) will reside in on-site accommodation; and, up to 28% (55) will reside off- site in shared flats/lodgings in larger settlements. These percentages are likely to be significantly lower in urban areas.
- 2.1.2 The following information was considered when determining whether there are any route-wide impacts:
- through the Code of Construction Practice HS2 Ltd is committed to ensuring the necessary procedures/processes are in place during the construction period to avoid potential impacts on local communities resulting from construction workers;
 - based on experience, it is anticipated that between 40%-60% of construction workers will commute locally to work from the surrounding towns and cities. These workers will continue to use community and recreational resources in their place of permanent residence;
 - up to 33% of construction workers are expected to reside at worker accommodation sites. Camps will include site based welfare facilities and a first aid office to address occupational health concerns. These camps will not make provision for family accommodation;
 - up to 28% of construction workers will choose to find temporary accommodation¹. In the rural CFA they are most likely to reside in medium to large towns (e.g. lodgings or bed and breakfast), where accommodation and a wider range of services are available, rather than in smaller rural communities with limited local accommodation and services. In the metropolitan areas the increase in weekday population arising from construction workers in temporary accommodation will be negligible;
 - local expenditure associated with the presence of construction workers may

¹ This figure is likely to be lower as it is anticipated that some workers will be bussed in daily by their employer.

have positive economic impacts on the viability of local services (e.g. shops, post offices, cafés etc.). These impacts are captured in Volume 3, at a route-wide level in the Socio-economic assessment;

- it is anticipated that those construction workers that do reside in camps or local accommodation will do so during the week, returning to their primary residence at weekends. As a result they will also continue to use public services in their home town;
- all construction workers will be subject to regular health screening on site by appropriate health professionals. Demand for local health facilities will be focused on out of hour's requirements for acute or emergency services; and
- normal working hours will be 08:00-18:00 (Monday-Friday) and 08:00-13:00 (Saturday). There will be no holiday working, with the exception of tunnelling and directly associated activities (such as removal of excavated material) which are likely to operate on a 24 hour day, 7 day week basis.

3 Conclusion

- 3.1.1 In conclusion, for the reasons given above, it is not considered that the impacts of construction workers on the demand for local services will be significant.